

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Gross Doelln Airfield; <i>Concrete Apron; Radio Array; Buildings</i>	DATE DISTR.	25 January 1957
		NO. PAGES	1
		REQUIREMENT NO.	RD
DATE OF INFO.		REFERENCES	25X1
PLACE & DATE ACQ.			25X1

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report on Gross Doelln airfield which gives information under the following headings: (1) Concrete Apron Located in Jagen 196, (2) Unknown Radio Array in Eastern Runway Approach Funnel, (3) Deforestation Around Main Landing Area, and (4) Information on the No. 2 Storage Installation. The following three attachments are also included: (1) A sketch showing the features of the concrete apron and associated buildings located in Jagen 196. (2) A sketch showing the relative position and features of the unidentified radio array adjoining the inner marker beacon in the eastern runway approach funnel. (3) An overlay showing the extent of the deforestation around the airfield.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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EAST GERMANYAIR/MILITARYGROSS DOELLN AIRFIELD Sitrep 13 - 20 Oct 56

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APPENDIX

Attached at Appendix "A" is a rough sketch map showing details of the aircraft dispersal and relative positions of the existing radar installations as at 19 Oct 56.

A. AIRCRAFT ORDER OF BATTLE1. AIRCRAFT COUNTS

16th October and 19th October: 21 FAGOTS, 13 FRESCO D's,
(approx. 1500 hrs.) 7 FARMERS, 1 MULE.

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b) Aircraft Finish

All 3 types of fighter aircraft had an overall silver-grey finish. The MULE was finished an olive green.

c) Fittings

(i) All FRESCO and FARMERS were fitted with underslung fuel tanks, each having "bomb" type vanes at the rear.

Approximately half of the FAGOTS were fitted with auxiliary wing tanks, the latter being flush with the under surface of the wing. The remaining FAGOTS were without auxiliary tanks.

(ii) No rocket rails were apparent under any FARMER aircraft observed in flight.

(iii) All FRESCO D's were fitted with a conspicuous pale blue beak on the upper portion of the air intake. In the centre of each intake there was a conspicuous white painted SCANNOD dome approx. the size of a football.

3. AIRCRAFT DISPERSAL

a) On both days of observation, the aircraft were dispersed in various groups around the SOUTH EAST corner of the airfield (for details, see sketch at Appendix "A").

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b) No readiness aircraft were in position at the end of the runway on either day of observation. All fighter aircraft appeared to be in various states of preparedness, some being covered with tarpaulins and other being uncovered.

c) No pilots were observed standing by any of the aircraft either when flying was in progress or otherwise as is usual at this Airfield. 25X1

d) One obviously u/s FAGOT [] had one wing removed, and was parked at the extreme EASTERN T-shaped hard-standing in the SOUTH EAST corner of the airfield.

e) No aircraft parking-cases have been observed anywhere on the airfield throughout the period.

B. RADIO AND RADAR

4. RADAR ORDER OF BATTLE AS AT 19 Oct 56

a) A TOKEN radar has been set up on the newly erected artificial hillock [] This equipment has not as yet been observed in operation. 25X1

Approx. 100 metres SOUTH EAST of this mound, a wooden barrack hut has been erected and is occupied by a small detachment. The type of uniform worn by these operating personnel is not at present known.

In the vicinity of the SOUTHERN side of the mound, adjoining the wooden hut, there is a 2-axled radio van alongside of which there was a telescopic mast surmounted by a VHF type vertical YAGI array. The array was secured by guy ropes and pointed in an approximate SOUTH WESTERLY direction.

The TOKEN is linked by an underground power cable to the transformer station number 2 which adjoins the SOUTH EAST ladder type hard standings.

b) The former multi radar site comprising a KNIFEREST, DUMBO, 2 FISHNETS and associated radio vehicles [] has now been dismantled. A new site has been occupied [] consisting of a KNIFEREST, a FISHNET and 2 radio vans. The former DUMBO and second FISHNET have not been observed anywhere else on or in the vicinity of the airfield. 25X1

c) Adjoining the heavy AA site at MR 051 768, there are 2 recently set up radar equipments. A CROSSFORK array, mounted on a 2-axled radio van is located on the WESTERN side of the site, whilst on the NORTHERN side there is a WHIFF type equipment, comprising a circular parabeloid mounted on a small building resembling a trailer body without wheels. The parabeloid has a solid bowl approx. 2 metres in diameter, but although vertically mounted it has not been observed to rotate or move in any direction whatsoever.

A radio vehicle with a VHF disk cone was parked in the vicinity of these 2 equipments.

As the entire AA site is enclosed by a thick barbed wire fence, it is impossible to approach close enough to ascertain any further details of possible cable linkage between the various equipments on the site.

The AA installation comprises 8 x 85 mm. AA guns, each of which is mounted on a shallow tree lined pit. The personnel live in 2 nearby wooden barrack huts.

d) On the fighter readiness platforms adjoining the EASTERN end of the runway, a 3-axled radio van was parked in the vicinity of the chequered caravan.

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The radio van had a mast secured to its side, but it was impossible to ascertain the type of array which surmounted it.

2 similar radio vehicles were parked on the EASTERN side of the EASTERN central hard standing (see sketch at Appendix "A"). Neither of these vehicles had any sort of mast array erected at the time of observation.

e) No other radio/radar equipments have been observed anywhere on the airfield during the period, apart from the previously reported VHF disk cones permanently mounted on the area traffic control tower.

C. S.A.F. MOVEMENTS

5. AIRCRAFT MOVEMENTS

a) Prior to p.m. on 12 Oct 56, all FAGOT aircraft had departed from the airfield, together with all Russian families occupying the domestic site in Jagens 94 and 95. These units are alleged to have departed for Russia, but a small detachment of SAF personnel remain on the airfield together with the FARMER aircraft.

b) During the period 13 - 15 Oct 56 inclusive, a new unit flew into the airfield, comprising 20 FAGOTS, and 13 FRESCO D's. The FRESCO D's are known to have come from NEURUPPIN. It has not been confirmed whether the FAGOTS originated from the same airfield, as there are conflicting reports which speak of both NEURUPPIN and FINOW.

c) During the same period, some of the FARMER aircraft must have been changed. On 29 Sep 56, of the total of 6 FARMERS on the airfield, 3 were positively identified [redacted] and were without auxiliary wing tanks. On both the 16th and 19th October, however, all FARMERS on the airfield [redacted] were all fitted with underslung "bomb" type auxiliary fuel tanks. 25X1

6. PERSONNEL

a) On both the 13th and 14th October 1956, the entire married quarters site in Jagens 94 and 95 was almost entirely empty. During the morning of the 15th October, a group of approximately 12 to 15 lorries entered the airfield and proceeded to the married quarters site where approx. 20 to 25 families, together with quantities of boxes and other belongings were offloaded. In the local trading store, an assistant casually remarked that the families had come from FINOW.

b) During the afternoon of the 17th October 1956, a large number of SAF families were detained at the airfield rail head, and the personnel, together with considerable quantities of personal belongings, were shuttled by lorries across to the main married quarters site. Several of these families later in the trading store, stated that they had just come from NEURUPPIN.

c) The majority of the newly arrived families speak reasonable German and judging by the quality and type of personal belongings brought with them, they have obviously been stationed in Germany for some considerable time. The airfield trading store has not had any unusual quantity purchases since the arrival of the 2 parties, whereas on previous occasions when families have arrived direct from Russia, all attractive items and many trashy textiles have been snatched up during the initial rush on the trading store.

d) The officers and ORs barrack blocks all appear to be fully occupied but at present it is impossible to obtain any accurate estimate of the total number of occupants. Small numbers of very young Russian women, aged approx. 20 to 21 and wearing civilian clothes have been observed on the domestic site since the arrival of the families. The official function of these women was not known, although at least 6 have been proceeding into the area traffic control tower on several occasions.

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D. S.A.F. MT FUEL BOWSERS

a) A count of all MT fuel bowzers observed on the airfield during the afternoon of 19th October revealed the following:-

8 x 3-axled fuel bowzers
7 x 2-axled fuel bowzers
8 x 2-axled bowser trailers.

All these vehicles were parked on the MT yard adjoining the main domestic site. A further 2 x 3 flat lorries plus 2 x 3-axled fuel bowzers were drawn up alongside of Number 1 Fuel Installation. At the time, no bowzers were observed anywhere in the aircraft dispersal area.

b) The departing FAGOT units appear to have taken their mobile fuel tanks with them on departure. Since early summer, there have been approx. 8 cylindrical fuel tanks measuring approx. 3 metres x 2 metres lying alongside the rail spur leading into No. 1 Fuel Storage Installation. These tanks are no longer visible and no similar tanks can be seen either at this depot or dumped elsewhere on the airfield.

c) 2 x 3 axled fuel bowzers adjoining the Fuel Installation had the numbers K61338 and P61451.

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COMMENT

1. Re. para. 4(c): [redacted] the paraboloid observed in 25X1
the vicinity of the AA installation was of a solid bowl type. [redacted]

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FOIA b7C, b7D, b7E.

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Camera
Radio Van

2 FRAMES

10 FRAMES

3 armed
radio vans

1 w/o
FRAMES

2 FRAMES D's

10 FRAMES

5 FRAMES

1 Post

9 FRAMES D's

GROSS DÖLM AIRFIELD
ORDER OF BATTLE as at 19th OCT 56

NOT DRAWN TO SCALE

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